



Aviation Management Council

Attn: Pat Moore, Executive Secretary
3833 South Development Avenue
Boise, Idaho 83705



AMC Meeting June 22, 2000

Present for the meeting were Elmer Hurd (Chair), Bob Martin, Mick McCurry, Mike Martin, Rich Denker, Mike Dudley, Charlotte Larson, Lynn Findley, Tory Majors, Bonnie Murphy and Pat Moore (Secretary).

Bonnie Murphy was introduced. She will be taking Bill Rush's place on the IRM Committee. AMIS was discussed along with other new IRM projects. We need to know soon what will be needed for budgeting for AMIS and upgrades for the new system. The Business Management Oversight Team will coordinate and see what projects need to be on their operating plan, and make sure the FS and DOI are working together on these projects.

The minutes of the March 7 meeting were approved. Several items were added to the agenda including UH-1 helicopters, short haul and the aircraft accident with fatalities in Alaska..

Briefly discussed were current concerns with approving helicopters capable of carrying 10 or more passengers. OAS will work with the Forest Service on this issue.

Agenda items:

1. Standardization of Sherpa Manuals (McCurry): In the process of identifying mission restrictive things in the Shorts 330 manual. It is possible that an exception to policy may have to be considered and made a part of the manual. If we do make an exception, we will try to make it acceptable across the board to all agencies. The FAA has identified a wiring problem with the Sherpa/Shorts 330 aircraft, however the manufacturer disagrees. OAS is waiting for a resolution.
2. Final Approval of Committee Chart: Information on changes or additions to the chart need to be submitted to Pat Moore, along with any charters that have been signed. The Chair asked that these be sent to Pat by mid July.
3. Airspace Management Position (Findley): The agreement is 99 percent complete and should be ready for signature next week. The position will be established in OAS and funding shared between USFS and BLM. The Position Description has been completed and has been classified a GS-13. July 1 will be the starting date. Funding will be needed for the balance of this FY. Office space is ready but a computer needs to be purchased. Mick McCurry will coordinate the cost with Lynn Findley. The duties and roles are being discussed and a timeline and performance measures being built. The Operations Oversight Team will provide the focus

for this position and Lynn Findley will be the specific oversight representative from the team. It has been identified as a two year program.

4. Update on OAS-FS Workload Review Project (Majors): The data received has been reviewed. Tory asked what we wanted to accomplish with the in-depth analysis. The objective is to see if there is enough in-kind service provided to balance the work of OAS and USFS to consider elimination of the OAS surcharge. The AMC decided the data evaluated should be on the fire program's use of aircraft for FY1995 through FY 1999.

5. FSM-5700 and DOI DM Differences (McCurry): OAS and the FS have been shipping a large amount of paperwork on pilots back and forth since an OIG audit criticized OAS for using FS approved pilots for which they had no records. The Oversight Team compared standards and identified a significant difference between the two directive manuals but those differences do not always appear in the actual contracts. (Contracts are usually more restrictive than the manual.)

For fixed-wing contract pilots, the hours required by BLM and FS are the same in the contracts (but not in the DOI Manual); for contract helicopters, the total time for pilots is the same in the contracts (but not in the DOI Manual); the total time for pilots is the same. The DOI manual just uses the OPM standards. For helicopter pilots, OAS uses another standard and the FS standards are the same as for contract helicopters.

A proposal will be developed for the commercial side by the Operations Oversight Team and then a committee will be appointed to work on the GS-2181 issue. Mike Dudley will be working on a FS amendment to their directive system to deal with some of these problems.

The AMC agreed to the concept and goal of resolving any differences in policy the government agencies follow versus those required of industry through our contracts. The standards should be the same. This concept and goal will be a guide for the Operations Oversight Team as they work on mutual policy issues.

6. Update on Guide Rewrite Project (Dudley): The cost will be around \$10k to have the first three guides formatted (to look the same) and posted on the Web. A contract to utilize a full publishing company and do more than this would be very expensive. The first step needs to include looking at all the guides before deciding which three will be formatted. This process should ensure that the format used for the first three will also work for the rest of the guides.

Prior to the organization of the AMC, there was no centralized oversight on the writing of aviation guides. With the charter of the AMC there is a centralized oversight process and future guides should start to look more alike. The Oversight Teams need to make sure the guides being written and revised get a good review. The AMC needs master copies of each guide and a diskette. The AMC Chair will write a memo to the Oversight Teams and their sub-groups telling them to send masters of the guides to Mike Dudley. Mike will coordinate with Leslie Laraway at OAS on this project. Look for a start in October 2001.

The teams were reminded that anything which is to be policy in DOI has to say Handbook, not Guide. The Hazardous Materials Handbook would be a good example to use as it meets DOI requirements.

The ILOG has some changes that need to be made; the committee will need to identify what other Handbooks and Guides the changes will affect and work through AMC to get them approved.

7. Acquisition Updates (Denker): All systems are functioning well as far as the items on the operations plan. The joint smokejumper plane contract has been deferred; the number of aircraft have diminished because we are not sure what the program will look like in the next few years. The FS and OAS are still continuing to standardize the contract language.

Other items: The amended Charter of the Smokejumper Aircraft Screening and Evaluation Board (SASEB) was submitted for signature. Comments are due in two weeks to the Chair, and pending the comments, it will then be signed. Their Annual Work Plan was revised and will be resubmitted for approval.

UH-1: The Chair made the comment that there still are UH-1 helicopters being used in the fire community and they are hauling people. It must be a goal for the federal agencies to work towards ending the use of these aircraft when they are hauling people. Several states are still operating the UH-1 and using them for hauling passengers. The AMC encouraged agencies to seek alternatives to these commitments.

Accident in AK: The aircraft was under a NPS rental agreement. A Ranger, two volunteer climbers and the pilot were killed. The NTSB is investigating.

Short Haul: FS Law Enforcement in California has written a letter proposing use of short haul for law enforcement. A spotter, short haul qualified, would be on the approved aircraft. They are asking for permission to go through the training for the spotter. The training session is the end of July and the goal is to have some kind of approval in place so they can participate. Standards and guidelines are being developed. OAS has short haul guidelines, but does not use short haul for fire missions. BLM has rescinded authority for short haul. There is concern that the guidelines are not followed and there is no accountability or checks and balances. The FS will make a final decision after receiving the proposal.

Status of Common Payment Form: The form has been formatted. The FS does not want to implement it yet so it is on the operations plan for next year.

Next meeting: Tuesday, September 26, at 8:00 a.m. in Boise in the OAS B-wing Conference Room.